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URBIS

RESPONSE TO SUBMISSIONS

SSD-24452965 - Eels Centre
of Excellence and Community
Sports Hub, Kellyville

Prepared for

PARRAMATTA EELS

2 August 2022

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EXECUTIVE SUMMARY

This Submissions Report has been prepared on behalf of Parramatta Eels Rugby League Club to address the matters raised by government agencies, local Council, the community and relevant stakeholder groups during public exhibition of the proposed development at Kellyville Memorial Park, 8 Memorial Avenue, Kellyville, properly described as Lot 60 DP10702 and Lot 1 DP167535.

The State Significant Development Application (**SSDA**) was lodged with the Department of Planning and Environment (**DPE**) under *State Environmental Planning Policy (Planning Systems) 2021*. In accordance with Schedule 1, clause 13 of the Planning Systems SEPP, cultural, recreation and tourist facilities that have a capital investment value of more than \$30 million are considered SSD.

DPE issued a letter to the Applicant on 28 June 2022 requesting a response to the issues raised during the public exhibition of the application. The following specific matters were identified by DPE in their Request for Additional Information:

- Visual Interest and Treatments
- Screening
- Trees
- Public Benefits
- Hours of Operation
- Traffic and Parking

This Submissions Report outlines the proposed amendments and responds to all concerns raised within submissions.

Overview of Submissions

The SSDA was on public exhibition between Wednesday 4 May 2022 until Tuesday 31 May 2022. A total of 10 submissions were received during this time, with five supporting the proposed development, four providing comment only, and one objecting. These submissions were received from NSW government agencies, special interest groups and individuals, including:

- DPE
- Sydney Water
- Transport for NSW
- Environment and Heritage (EHG) at DPIE – Flood and Biodiversity
- Endeavour Energy
- General Public
- Sporting Groups

The key issues raised in the submissions can be broadly grouped into the following categories:

- Increase in number of visitors and patrons.
- Traffic, parking, and access.
- Tree removal, biodiversity and landscaping.
- Built form, urban design, and screening.
- Stormwater and Flooding
- Servicing for Endeavour Energy

Since only a small number of submissions were received, this Submissions Report provides a response to each individual submission within **Section 3**.

Actions Taken Since Exhibition

Since the SSDA was publicly exhibited, additional assessments have been prepared to respond to the issues raised within the submissions. These are appended to this report and include:

- Appendix A - Submissions Register
- Appendix B - Updated Mitigation Measures
- Appendix C - List of Plans for Approval
- Appendix D - Architectural Drawings
- Appendix E - Architectural Design Statement
- Appendix F - Arborist Statement
- Appendix G - Landscape Report
- Appendix H - Traffic and Parking Report
- Appendix I - Biodiversity Assessment Report
- Appendix J - Flood Report
- Appendix K - Infrastructure Management Plan
- Appendix L - Integrated Water Management Report
- Appendix M – Approved Kellyville Park Landscape Masterplan

Response to Submissions

The Applicant has amended the design in response to the submissions and stakeholder consultation. The key changes are summarised as follows:

- Amendment to floor levels in accordance with Flood Planning Level 4 (FPL4).
- Amendments to landscape design to increase pot sizes.
- Additional ecological mitigation measures.
- The east elevations for both the Community Facility (CF) and Centre of Excellence (COE) buildings have been further developed to enhance how these buildings present on arrival to the site and how they address the nearest street edge, being Stone Mason Drive.
- The design of the area between the two proposed buildings has also been further developed as a key social space to mark and celebrate the Indigenous Cultural Heritage of both the site and the Parramatta Eels.

1. INTRODUCTION

This Submissions Report relates to the proposed 'recreation facility (major)' at 8 Memorial Avenue, Kellyville NSW, legally described as Lot 60 DP10702 and Lot 1 DP167535 (these two lots apply to the proposed development) (**the site**). On behalf of Parramatta Eels (**the Applicant**), this Submissions Report has been prepared to address the matters raised by public agencies, local Council, the community and other relevant stakeholders throughout the public exhibition period.

The State Significant Development Application (**SSDA**) was lodged with the Department of Planning and Environment (**DPE**) in May (SSD-24452965 - Eels Centre of Excellence and Community Sports Hub, Kellyville). The SSDA was placed on public exhibition for 28 days between Wednesday 4 May 2022 until Tuesday 31 May 2022.

This Submissions Report has been prepared in accordance with the DPE *State Significant Development Guidelines – Preparing a Submissions Report (Appendix C) July 2021*.

1.1. EXHIBITED PROJECT

The project scope sought by the Parramatta National Rugby League Club under this SSD involves the redevelopment of part of the site which is best defined as a Recreation Facility (Major). The proposed works will be delivered in two stages, and integrate with works already underway on the site being undertaken by Council in line with Council's Landscape Masterplan, and will involve the following:

- High performance specialised Centre of Excellence (COE) with purpose built male and female specific facilities. The COE will contain various gymnasium, cardio and yoga rooms for players, along with theatre/review rooms, aquatic rehabilitation, office/administration and medical staff space, and other minor ancillary uses.
- New recreational and community facility (CF), including a grandstand accommodating approximately 1,500 seats and additional spectator viewing areas including mounding. The sports hub will contain community rooms / gym, multipurpose rooms, match day media rooms and change rooms for players.
- 40 car parking spaces to the east of the proposed facility to operate in addition to the existing car park provided on site
- Associated landscaping and offset planting as required.

1.2. SUPPORTING DOCUMENTATION

This Submissions Report is supported by the following technical reports and documentation.

Table 1 Supporting Documentation

Appendix	Report	Prepared By
Appendix A	Submissions Register	Urbis
Appendix B	Updated Mitigation Measures	Urbis
Appendix C	List of Plans for Approval	Urbis
Appendix D	Architectural Drawings	HB Arch
Appendix E	Architectural Design Statement	HB Arch

Appendix	Report	Prepared By
Appendix F	Arborist Statement	Earthscape Horticultural Services
Appendix G	Landscape Report	iScape
Appendix H	Traffic and Parking Report	WSP
Appendix I	Biodiversity Assessment Report	Cumberland Ecology
Appendix J	Flood Report	WSP
Appendix K	Infrastructure Management Plan	Erbas
Appendix L	Integrated Water Management Report	WSP
Appendix M	Approved Kellyville Park Masterplan	Hills Shire Council

2. ACTIONS TAKEN SINCE EXHIBITION

In response to the key issues raised within the submissions, minor design refinements and clarifications have been made to the proposed development since public exhibition.

This section summarises the changes that have been made to the project since its public exhibition. It also outlines the additional assessment undertaken to respond to the concerns raised with the public agency, organisation and public submissions outlined in **Section 2**.

2.1. FURTHER ENGAGEMENT

Since the public exhibition of the SSDA between Wednesday 4 May 2022 until Tuesday 31 May 2022 the Applicant undertaken further consultation with XXX.

<Confirm if any further engagement has occurred>

2.2. REFINEMENTS TO THE PROJECT

The following table summarises the refinements and clarifications made in response to submissions made, and as a result of further engagement with DPE.

Importantly, these refinements are changes that fit within the limits set by the project description. These refinements do not change what the application is seeking consent for, and therefore an amendment to the proposal is not required.

- The East elevations for both the CF and COE buildings have been further developed to enhance how these buildings present on arrival to the site and the nearest street edge being Stone Mason Drive.
- The design of the area between the two proposed buildings has also been further developed as a key social space to mark and celebrate the Indigenous Cultural Heritage of both the site and the Parramatta Eels.
- The Architects Design Statement includes further details with regard to the proposed use of materials, form and articulation of the form.
- Amendment to floor levels in accordance with Flood Planning Level 4 (FPL4)
- Amendments to landscape design to increase pot sizes.

Refer to the revised Architectural Plans (**Appendix A**) for further details on the design refinements made since public exhibition.

2.3. ADDITIONAL IMPACT ASSESSMENT

Additional assessments have been prepared to respond to the issues raised within the submissions. These include:

- Appendix D - Architectural Drawings
- Appendix E - Architectural Design Statement
- Appendix F - Arborist Statement
- Appendix G - Landscape Report
- Appendix H - Traffic and Parking Report
- Appendix I - Biodiversity Assessment Report
- Appendix J - Flood Report
- Appendix K - Infrastructure Management Plan

- Appendix L - Integrated Water Management Report

The findings and recommendation of the additional assessments are discussed in detail within **Section 3** of this report.

3. RESPONSES TO SUBMISSIONS

Since only a small number of submissions were received during the public exhibition process, a response to each individual submission is included in **Table 3** below.

Table 2 Response to Submissions

Summary of Issue Raised	Response	Supporting Document
NSW DEPARTMENT OF PLANNING, INDUSTRY AND ENVIRONMENT		
<p>Visual Interest and Treatments</p> <p>Provide details of any design treatments along the eastern elevation, and where none are currently proposed, incorporate treatments to improve the visual interest of the eastern elevation</p>	<p>As detailed in Architectural Design Statement prepared by HB Arch, the East elevations for both the CF and COE buildings have been further developed to enhance how these buildings present on arrival to the site and the nearest street edge being Stone Mason Drive.</p> <p>The design of the area between the two proposed buildings has also been further developed as a key social space to mark and celebrate the Indigenous Cultural Heritage of both the site and the Parramatta Eels.</p> <p>The Architects Design Statement includes further details with regard to the proposed use of materials, form and articulation of the form.</p> <p>The design intent aims to facilitate the activation of the east edge of the CF as key arrival point to the site for all users that then leads users into the different functional areas.</p> <p>Conceived through the project Connecting with Country Workshops as a circular ‘meeting place’ that hard and soft landscape will draw upon Indigenous materials and artist.</p> <p>The adjacent East façade to the CF will also include a unique ‘Welcome to Country’ to welcome all visitors to the Kellyville Park Facility. The development of the Connecting with Country concepts are ongoing with the Dharug project stakeholders, however will be finalised upon commencement of construction.</p> <p>Specifically, the CF elevation has been improved through:</p> <ul style="list-style-type: none"> ▪ The wider pedestrian concourse as introduced following the SDRP feedback has been further developed in terms of proposed planting, bus setdown alignments, 	<p>Architects Design Statement in Section 6.4</p> <p>Appendix D - Architectural Plans</p>

Summary of Issue Raised	Response	Supporting Document
	<p>exposed aggregate paving, and pedestrian connections leading from and to the car park.</p> <ul style="list-style-type: none"> ▪ Façade of white clay face brickwork is punctuated with key openings forming entries into the grandstand, changeroom facilities, Multipurpose room, and the tenancy area. The White clay bricks breaks the scale of the building down and references both the surrounding residential houses and draws upon the importance of white clay in Dharug nation's culture and history. ▪ The façade includes areas of 'hit and miss' brickwork with voids in the brick wall face that will draw in filtered daylight. ▪ The roof overhang provides shelter, an articulated edge to the building, and a changing shadow line to the building face. ▪ Key signage elements have been further developed – both the Eels logo adjacent to the main spectator and player entry, and the 'Welcome to Country' adjacent to the 'Meeting Place' between the CF and COE buildings is now shown. The Welcome to Country signage is proposed to be specially developed in consultation with Dharug people through the Connecting with Country project workshops and finalised prior to the ocmmcement of construction. <p>The design intent aims to facilitate the activation of the east edge of the CF building as key arrival point to the site for all users that then leads users into the different functional areas.</p> <p>Centre of Excellence, including pedestrian and cycle arrival from Memorial Avenue and Stone Mason Drive, aims to achieve:</p> <ul style="list-style-type: none"> ▪ The pedestrian path networks extend to the site edge and connects with the footpath network beyond. 	

Summary of Issue Raised	Response	Supporting Document
	<ul style="list-style-type: none"> ▪ Tree and low level planting as proposed both along the Stone Mason Drive site edge and lining the pedestrian paths will screen the COE building to have it sit harmoniously within the established 'park' context. ▪ The façade of white clay face brickwork is continued on from the CF Building and is again punctuated with key openings forming entries into the east side of the building as well as window openings into the main indoor training space. ▪ The brick façade to include substantial areas of 'hit and miss' brickwork with voids in the brick wall face that will draw filter sunlight and daylight into the building. ▪ The brick wall holds its line where the building steps back to make space for building service area – services are concealed from view and acoustically screened by the mass of the brick walls. ▪ The overhang of the roof provides shelter but also an articulated edge to the building that will produce a changing shadow line to the building face. ▪ The building façade is articulated with windows into key spaces on the east side of the upper ground floor level to draw natural daylight into those spaces, including large administration office meeting room, amenities and the indoor training space. 	
<p>Screening</p> <p>Provide external sun shading to minimise mid-summer sun during working hours. This can be designed so as not to interfere with sightlines to the playing field.</p>	<p>HB Arch have undertaken further design development and assessment of the COE's thermal envelope including the glass design of the west facade. This work supports the design balance as reflected in the proposed COE by drawing natural daylight inside, achieving a high level of visual connection between the inside and outside functional areas (which includes the training fields) and controlling any detrimental impact of direct sunlight late afternoon in the summer months.</p> <p>Erbas Sustain (project Sustainability Consultants) have considered the need for western sun-shading and advised, the following:</p>	<p>Architects Design Statement Revision E Section 6.4</p>

Summary of Issue Raised	Response	Supporting Document
	<p><i>1. External shading device would typically be used to reduce solar gains. Glare from low western sun is best managed with internal blinds by individual building users.</i></p> <p><i>2. In the response to RFI, we are considering the following statement 'We are proposing the glazing system with best selectivity (VLT/SHGC)>2 to maximise daylight and minimise solar gains'.</i></p> <p><i>3. We recommend Viridian Performatech PH(60) + Super Clear (Double glazed 6-12-6mm) with a VLT70% and SHGC0.33, resulting a Selectivity Ratio of 2.12, which will reduce the solar gains by more than 30%, whilst providing necessary Thermal Comfort and maintaining a relatively high daylight value for a solar control glass.</i></p> <p>Selectivity is the balance or ratio between VLT (visible light transmission) and SHGC (solar heat gain co-efficient). Values higher than 2.0 are considered to be best practice and are achieved with relatively clear glass DG units that achieve high performing solar and thermal control.</p> <p>The JV3 model confirms the proposed internal environment has a high level of Thermal Comfort, Human comfort, and Daylight (reducing the demand for artificial lighting) whilst minimising Energy demand (for heating / cooling) to be at least 10% lower than the Building Code Deemed to Satisfy values.</p> <p>Providing simple but effective internal blinds is a fundamental of 'Healthy user-friendly building design' as recognised by Greenstar, where individuals have the choice to lower and adjust internal blinds to adjust and suit their own preferences for the work environment.</p> <p>The building form (roof overhang and facade articulation) does assist in screening the direct sun into the COE work spaces.</p>	

Summary of Issue Raised	Response	Supporting Document
	<p>To further screen direct sun (Mid-summer 3pm-5pm) would require sun-shading to be square (perpendicular) to the low sun angle. This would result in a significant reduction to the visual connection between the indoor and outdoor functional spaces, as well as reduced in-direct ambient daylight from early morning until later in the afternoon when the west sun reaches the west face.</p> <p>Operable sun-shading is not supported by the design team as the complexity of an operable system is considered a maintenance risk with the poor durability of such systems often leading to operable systems breaking down and becoming in-operable within a short lifespan.</p>	
<p>Trees</p> <p>Tree number T17 (Willow Gum) is a significant tree and options should be considered to preserve and incorporate the tree into the design of the development.</p>	<p>As outlined on page 17 of the Designing with Country report , a Totem will utilise the timber from the existing tree (T17).</p> <p>Furthermore, as outlined in the Arborist Statement prepared by Earthscape, the subject tree stands more or less centrally within the site and is proposed to be removed to accommodate the new grandstand. There are no feasible options that can be recommended that would permit this tree to be retained unless substantial redesign of the site were to occur. The Tree Protection Zone (TPZ) calculated in accordance with AS4970:2009 is 12.8 metres radius, which is a significant constraint to the development of the site given the location of the tree.</p> <p>The subject tree is a solitary planted specimen of approximately 15 metres in height, 16 metres crown spread and 1 metre trunk diameter. It is agreed that the tree has substantial dimensions and makes a fair contribution to the amenity of the site. However, as noted in Sections 5.2 and 5.3 of the Arborist Report, the subject tree has no special ecological or heritage significance in the context of this site. The tree was assessed to be in fair health and condition, containing a number of wounds and broken branch stubs (some of up to 200mm in diameter) throughout the crown due to previous storm damage and a moderate wound and cavity on the lower trunk with decay evident. The tree was</p>	<p>Arborist Statement – Appendix F</p>

Summary of Issue Raised	Response	Supporting Document
	<p>therefore assessed to have a relatively short remaining Safe Useful Life Expectancy (SULE) of between 5 and 15 years (refer to Appendix 3 and Section 4 of the Arborist Report detailing the assessment methodology). Based on the landscape significance and SULE of the tree, it was assigned a moderate retention value.</p> <p>Whilst the preservation of Moderate Retention Value trees is desirable, they should not be considered a significant constraint to site development. Replacement planting with new trees of appropriate species is generally considered an acceptable alternative where the retention of such trees is simply not feasible (refer to Table 2 in Section 6 of the Arborist report). As such, Earthscape conclude that given that there were no acceptable alternatives to retaining the tree in the context of the proposed development, removal and replacement with new trees is considered warranted in this instance.</p> <p>As outlined, following the removal of T17 the remaining timber will be considered for reuse as part of the 'Connecting with Country' concept.</p>	
<p>Public Benefits</p> <p>Consider options to provide additional public benefits such as the provision of a children's play area into the design of the development.</p>	<p>Hills Shire Council have provided the approved Kellyville Park Master Plan from 2019 with the "statement of intent" which references the playground in the south eastern corner of the site. This is to be undertaken by Hills Shire Council.</p> <p>The scope of works proposed is limited ot that of the COE and Community Facility buildings, and does not extend beyond into the broader site. This has been made clear in the EIS and supporting doucmentation, and was discussed at length during the pre-lodgemrnt consultantion with the DRP and DPE.</p>	<p>Appendix M – Kellyville Masterplan</p>
<p>Public Benefits</p> <p>Confirm the nature of the tenancy in the community facility (Item 17 on plan number</p>	<p>The proposed tenant is unknown at this time however will be consistent with the permissable uses. It is considered ancillary and subordinate to the primary use of the site being a recreation facility (major). Permissible land uses include:</p> <p><i>Aquaculture; Boat launching ramps; Building identification signs; Business identification signs; Car parks; Centre-based child care facilities; Community facilities; Emergency</i></p>	<p>N/A</p>

Summary of Issue Raised	Response	Supporting Document
A14, titled "GA Community Facility Upper Plan" dated 7/04/2022	<p><i>services facilities; Environmental facilities; Information and education facilities; Jetties; Kiosks; Markets; Recreation areas; Recreation facilities (indoor); Recreation facilities (major); Recreation facilities (outdoor); Respite day care centres; Restaurants or cafes; Roads; Take away food and drink premises; Water recreation structures</i></p> <p>The likely land use will be "information or educational facilities" and will be subject to a separate application. As mentioned, it is considered ancillary and subordinate to the primary use of the site.</p>	
<p>Hours of Operation</p> <p>Confirm days and hours of operation for the Centre of Excellence and Community Facility as the hours of operation vary between documents.</p>	<p>The hours of operation for the proposed development are:</p> <p>COE:</p> <ul style="list-style-type: none"> Monday-Friday 5.00am - 12.00am Weekends / public holidays are 6.00am - 12.00am <p>CF:</p> <ul style="list-style-type: none"> Monday-Friday 5.00am - 12.00am Weekends / public holidays are 6.00am - 12.00am 	N/A
Transport for NSW (TfNSW)		
It is noted the traffic impact at the intersection of Fairway Drive/Windsor Road has only been modelled for existing scenario. TfNSW has concerns regarding the impact at the intersection as a result of the proposed development and how the impact can be mitigated to maintain existing level of service.	The Traffic Impact Assessment (TIA) has only modelled existing conditions at the intersection of Fairway Drive and Windsor Road as when this model was prepared it was noted that under existing conditions there is already a warrant for the intersection to be upgraded regardless of the subject development. As this is a pre-existing condition, this would be something to be undertaken by council and is not considered to be requirement for the proponent to mitigate this concern.	Section 6.4 of the TIA

Summary of Issue Raised	Response	Supporting Document
<p>TfNSW requests impact at this intersection to be investigated for both existing and future years scenario with and without development. The proponent is to investigate alternative options to mitigate any impact (if required).</p> <p>The Sidra outputs should also be included in the traffic report.</p>	<p>Notwithstanding the above, the report has now been updated to include a comparative analysis of the intersection under 2026 conditions both with and without site generated movements. The analysis shows that base 2026 conditions, the intersection is already failing and that the introduction of site generated movements does not impact this.</p> <p>All SIDRA outputs have been added to those already provided within Appendix E of the TIA.</p>	
<p>It is not clear if SIDRA NETWORK has been used for intersection assessment.</p> <p>TfNSW requests intersections should be modelled in SIDRA NETWORK.</p>	<p>WSP confirm that SIDRA Intersection 9.0 (Network) has been used to undertake all intersection analysis.</p> <p>As part of the undertaken analysis, intersections were assessed in isolation and also as part of a networked system where applicable. In reviewing the outputs of these analysis methodologies, it was noted that given the majority of assessed intersections were operating in non-signalised arrangements, there was little to no difference between the modelling outputs, with those of the isolated scenarios presenting as more conservative with respect to future road network impacts. Subsequently these have been presented as part of the report.</p> <p>WSP note that under both assessment scenarios, the intersection of Fairway Drive/Windsor Road failed prior to the introduction of site generated traffic.</p>	Traffic Impact Assessment
<p>Regarding traffic distribution, the proponent should liaise with Council on potential future traffic signals at Windsor Rd, Wrights Rd and Kennedy Ave as well as potential modifications to access at Windsor Rd and</p>	<p>The Hills Shire Council was approached regarding future upgrade works to the above noted intersections.</p> <p>Council advised that at this stage, the future upgrade or signalisation of the Kennedy Ave / Windsor Rd intersection is subject to a joint partnership between Council and TfNSW that is yet to receive full funding and as such is not progressing at this point in time.</p>	N/A

Summary of Issue Raised	Response	Supporting Document
<p>Fairway Dr. Amended network modelling is requested if changes are required</p>	<p>On the basis of this, Council also advised that they are comfortable with the traffic and access arrangements on their local road network and <i>“that modelling is not required because of the restrictions in access to the site”</i>. In addition to this, Council have also advised that in their view further modelling is also not <i>“required on the State Road network because TfNSW already did that with the EIS on the memorial Ave upgrade, which took into account the playing fields as well all the land uses in the BRRA”</i>.</p> <p>On the basis of the commentary provided by The Hills Shire Council, it is considered that further discussion should be undertaken between TfNSW and Council regarding these future intersection works.</p>	
<p>Parking demand for spectators during event match day is not considered (refer to Tables 4.1 and 4.2 in the Traffic Impact Assessment Report). A shortfall of 476 spaces during the peak event days is suggested in the report. It is suggested that spectators/patrons will be required to use alternative modes of transport to access the venue. TfNSW is concerned that there is a potential for an overflow to occur on the surrounding streets which could further cause queuing at the surrounding network. It is noted that the proposal includes the provision of a shuttle bus service between Kellyville/Bella Vista Stations to mitigate the shortfall in parking spaces. TfNSW requests advice as to how it will be ensured that the shuttle bus service will be undertaken by the proponent. TfNSW</p>	<p>WSP outline that a shortfall of 476 spaces as noted by TfNSW was not presented in the TIA.</p> <p>As acknowledged within the TIA, (Section 4 and Section 7) given the limited occurrence of peak events (3 – 5 times per year) it is considered that accommodating parking for peak events would lead to an oversupply in the parking provision that would only be utilised on several occasions. WSP outline this is considered to be an undesirable outcome both in terms of site efficiencies and the impacts on the surrounding area.</p> <p>During peak events, and as addressed within Section 7 of the TIA, the operator of the site is imposing to employ several green travel initiatives in order to allow patrons access to the site without utilising a private vehicle and therefore generating a demand for parking.</p> <p>These initiatives include:</p> <ul style="list-style-type: none"> ▪ Advising patrons that onsite parking is limited during peak events and that they will be required to utilise alternative means of transport to access the site. ▪ The provision of a shuttle bus service to the nearby train station as well as use of the existing public transport (bus) service to also convey patrons to the site. 	<p>Traffic Impact Assessment</p>

Summary of Issue Raised	Response	Supporting Document
<p>would recommend that a management plan be prepared to communicate to patrons the shortfall in parking and details the available options with respect to parking and access to the site.</p>	<ul style="list-style-type: none"> ▪ The provision of drop-off areas onsite as well as the use of traffic management to direct these vehicles to and from the precinct. ▪ The provision of additional bike parking facilities to encourage bicycle use as an alternative means of transport. <p>In addition to these arrangements, a management plan detailing how traffic and parking during peak events will be controlled will be prepared for inclusion within site operational guidelines as a condition of consent.</p>	
<p>TfNSW requests the proponent clarify the U-turn movement at Memorial Rd/Windsor Road intersection (see Figures 5.1 and 5.2 in the Traffic Impact Assessment Report). U-turn movements at signalised intersections are not permitted in NSW unless signposted otherwise. This movement is not supported and should not be accounted for in determining the traffic distribution to the site.</p>	<p>WSP have updated the relevant diagrams (Figures 5.1 and 5.2) to remove the U-turn and redistribute the traffic that had previously been associated with this movement.</p> <p>SIDRA analysis has also been updated to account for this change in traffic volumes, no additional impacts are expected.</p>	<p>Traffic Impact Assessment</p>
<p>The swept paths clearly show requirement for traffic management at Windsor Rd/Fairway Drive and access to Stone Mason Drive (not possible) and possible requirement for Memorial Av/Windsor Rd (19M SEMI and 12.5 HRV). This is a concern and may not be supported.</p>	<p>The swept path diagrams are for construction vehicle movements during the construction stage of works not operational. As noted on the diagrams, it is intended that traffic management would be required during this stage with these details addressed as part of the formal CTMP.</p>	<p>Traffic Impact Assessment</p>

Summary of Issue Raised	Response	Supporting Document
<p>The proponent is to liaise with the Traffic Management Committee regarding any proposed traffic management proposals on event days to mitigate impacts to Memorial Ave and Windsor Road.</p>	<p>It is understood that this would be a standard condition of permit and operation of the proposed site use and will therefore be provided in due course.</p>	<p>N/A</p>
<p>A Construction Traffic and Pedestrian Management Plan (CTMP) must be prepared prior to the issue of the construction certificate with details of predicted construction traffic movements, routes and access arrangements, and outline how construction traffic impacts on existing traffic, pedestrian and cycle networks would be appropriately managed and mitigated. TfNSW would welcome further discussions with the proponent regarding the preparation the CTMP and can be contacted directly at Development.Sydney@transport.nsw.gov.au.</p>	<p>This will be prepared by the contractor engaged to undertake the required development works.</p> <p>A preliminary CTMP has been included as part of the provided traffic report (Section 9) however all details within these plans are indicative only and as noted within the plans, will require formalisation via the appointed contactor.</p>	<p>Traffic Impact Assessment</p>
<p>An Operational Traffic Management Plan (OTMP) is required to be prepared prior to occupancy. The OTAMP is to be prepared for the site by a suitably qualified person, in consultation with Transport for NSW. TfNSW would welcome further discussions with the proponent regarding the preparation the</p>	<p>It is understood that this would be a standard condition of permit and operation of the proposed site use and will therefore be provided post-determination.</p>	<p>N/A</p>

Summary of Issue Raised	Response	Supporting Document
OTAMP and can be contacted directly at Development.Sydney@transport.nsw.gov.au.		
<p>Part of subject property (Lot 60 DP 10702) is subject to a lease by Transport for NSW for the Kellyville, Memorial Avenue Upgrade project until end of 2024 as shown by green hatching on the attached Aerial – “X” and Sketch SR4508- CA.</p> <p>All properties required to construct the project have now been acquired. It is not envisaged that any portion of the subject property will be required to facilitate the works for this project. The design and construction contracts have been awarded for the project and construction work has commenced as of March 2021.</p>	Noted. It is not considered that any further action is required to address this comment.	N/A
The development should be consistent with the TfNSW’s Memorial Avenue Upgrade project including vehicular connectivity. All vehicle access to the site should be provided from local road network.	<p>WSP have prepared the Traffic Impact Assessment with reference to the traffic report prepared for the Memorial Avenue upgrade. This has been noted in Sections 1, 2, 5, and 6.</p> <p>All vehicle access to the site is to be via Stone Mason Drive which comprises the local road network along the sites eastern boundary.</p>	Traffic Impact Assessment
Sydney Water		

Summary of Issue Raised	Response	Supporting Document
<p>Potable water servicing should be available via Rogans Hill Water Supply Zone watermain in Memorial Avenue and Stone Mason Drive.</p>	<p>Ebras have updated the IMP Hydraulic Services, Proposed Services Domestic cold water description to include the proposed connection point. This includes a site infrastructure plan for reference.</p> <p>A new 65mm Potable water tapping, backflow prevention device and meter assembly is proposed to serve the domestic cold-water requirements of the facility. Potable water is to be used for Domestic water reticulation.</p> <p>Pressure and flow results received show sufficient pressure and flow in the Potable water main to not require onsite potable water tanks or pumps.</p>	<p>Infrastructure Management Plan</p>
<p>Recycled water servicing should be available via a Kellyville Recycled Water Supply Zone recycled water main in Stone Mason Drive.</p>	<p>Ebras have updated the IMP Hydraulic Services, Proposed Services Domestic cold water description to include the proposed connection point, this includes a site infrastructure plan for reference.</p> <p>A new 150mm Recycled water tapping, meter, backflow prevention device and booster assembly are proposed to serve the Fire Hydrant system and Rainwater top up, supplementing Sanitary flushing, general washdown and garden irrigation requirements of the facility.</p> <p>Pressure and flow results have been received and show sufficient pressure and flow to provide both Potable water and Recycled water to serve the site.</p> <p>Recycled water is to be used for Fire Hydrant and Fire hose reel services.</p>	<p>Infrastructure Management Plan</p>
<p>Wastewater servicing should be available via a Rouse Hill Sewer Catchment wastewater main (laid in 2017) within the site.</p>	<p>Ebras have updated the MP Hydraulic Services, Proposed Services Domestic cold water description updated to include the proposed connection point, including a site infrastructure plan for reference.</p>	<p>Infrastructure Management Plan</p>

Summary of Issue Raised	Response	Supporting Document
<p>The proposed development has a common boundary with Sydney Water's Basin 35 on the western side. This common boundary has the dam wall which is part of the Basin 35. The proposal must ensure any earth work or building work, including piling work, excavation etc should not cause any adverse impact on structural stability of the dam wall. The proponent must be advised of this requirement.</p>	<p>The Requirement is acknowledged. Notes will be incorporated onto Construction Drawings communicating this requirement to the Contractor, and referenced within the formal Construction Management Plan to be conditioned.</p>	<p>Infrastructure Management Plan</p>
<p>It is recommended that the proponent provides details of their building works, earth works and construction methodology with the Specialised Engineering Report to ascertain that the proposed development work has no impact on dam wall of Basin 35, as soon as possible and to reduce the potential for assessment time delays.</p>	<p>Ebras confirm co works are proposed in close proximity to Sydney Water's Strangers Creek Reserve or Basin 35 and therefore the development will not have an adverse impact on the existing dam wall of Basin 35. Please refer to Figure 2.1 and Figure 2.2 of the Infrastructure Management Plan showing the significant distance between the proposed development and Sydney Water's Reserve (approx 165m).</p>	<p>Infrastructure Management Plan</p>
<p>If the development requires direct stormwater discharge into Sydney Water's Stranger Creek, it is recommended that the proponent liaises with Sydney Water as soon as possible to determine the suitable location of the point of discharge in line with the meeting outcomes held between The Hills Council</p>	<p>No new direct stormwater connection is proposed to Sydney Water drainage assets as part of the development. Please refer to Section 1.1.1 of the Infrastructure Management Plan.</p>	<p>Infrastructure Management Plan</p>

Summary of Issue Raised	Response	Supporting Document
and Sydney Water on 26 March 2021 at the site.		
Endeavour Energy		
The Permission to Connect (PTC) / connection offer letter is not included in the Infrastructure Management Report	Permission to Connect letter from Endeavour Energy appended to the Infrastructure Management Plan.	Infrastructure Management Plan
Environment and Heritage (EHG) at DPIE (Flood)		
The Hills Development Control Plan Part C; Section 6 - Schedule (A) identifies four flood planning level categories, FPL1 to FPL4, that are appropriate to various types of development. Section 7 of the report indicates that the proponents chose FPL1 which corresponds to a 5% AEP for the development. EHG does not support adopting FPL1 for the development, rather, it should adopt FPL3 or higher. The proposed development includes sensitive uses facilities and educational facilities. The Centre of Excellence building includes medical and rehabilitation facilities, aquatic recovery and rehabilitation pools, a lecture theatre and meeting rooms, a player education and study area. The community facilities include a first	<p>WSP have reviewed Flood Planning Levels and building floor levels updated. The Community Facilities building is defined as 'Sensitive Uses and Facilities' land use category. The DCP requires habitable floor levels are set to FPL4 or higher.</p> <p>The Centre of Excellence building is defined as 'Commercial and Industrial' land use category. The DCP requires habitable floor levels are set to FPL3 or higher. Nevertheless, both buildings now achieve compliance with FPL4.</p> <p>As demonstrated in Section 5.2.1 of the Flood Report, WSP identify that the proposed development is not affected by flooding from Stranger Creek up to and including the PMF flood event.</p> <p>Lower building level is at 63.6 m AHD which is above the peak PMF flood level which is 61.4 m AHD. Peak overland flooding near the Community Facilities building for the 1% AEP and PMF flood event are 67.6 m AHD and 67.8 m AHD as shown in Figure 31 and Figure 32. The minimum ground floor level is at 68.25 m AHD which is above the PMF level and therefore WSP confirm FPL4 is achieved.</p>	Flood Report Section 7

Summary of Issue Raised	Response	Supporting Document
aid/medical room and other habitable areas. Therefore, a review of the flood planning level is required.	The Flood Report outlines that peak overland flooding near the Centre of Excellence building for the 1% AEP and PMF flood are 67.6 m AHD and 67.8m AHD as shown in Figure 31 and Figure 32. The minimum ground floor level is proposed as 67.8 m AHD which is 200mm above the 1% AEP flood level and equal to the PMF level. The Centre of Excellence building achieves FPL4 which is deemed suitable for more sensitive land use cases as per the DCP. The adoption of FPL4 in lieu of FPL3 is considered appropriate in this instance based on the site-specific flood modelling assessment undertaken.	
Appendix G of the report has not included maps to show the impacts of the development on flood behaviour in the PMF event. This need to be provided to inform decision making.	WSP have prepared PMF flood maps, which have been added to Appendix G of the Flood Report.	Flood Report
Environment and Heritage (EHG) - Biodiversity		
The biodiversity assessment method requires consideration of threatened species records contained within NSW Bionet. The list of species considered in the BDAR has not included nearby threatened species records. EHG recommends all threatened species records within 5km of the subject land be addressed in Table 9 as ecosystem species credits and/or Table 10 as species credit species in the BDAR. Based on a review of Bionet these records include the following species:	<p>A review of the BioNet Atlas records was undertaken to identify species previously recorded within 5km of the subject land. This included, but was not limited to the species identified by EHG.</p> <p>The species identified within a 5km radius of the subject land have been considered as ecosystem credit species and species credit species. However, as the project is being assessed under the Streamlined Assessment Module – small area development, candidate species credit species that are not at risk of a Serious and Irreversible Impact (SAIL) and are not incidentally recorded on the subject land do not require further assessment. As such, a number of species identified within the BioNet Atlas have not been assessed further within the BDAR.</p>	BDAR

Summary of Issue Raised	Response	Supporting Document
<ul style="list-style-type: none"> ▪ Red-crowned Toadlet ▪ Green and Golden Bell Frog ▪ Giant Burrowing Frog ▪ Fork-tailed Swift ▪ Black Bittern ▪ Glossy Black-Cockatoo ▪ Superb Parrot ▪ Pink Robin ▪ Yellow-bellied Glider ▪ Eastern False Pipistrelle ▪ Southern Myotis ▪ Greater Broad-nosed Bat ▪ Eastern Cave Bat ▪ Cumberland Plain Land Snail ▪ Dural Land Snail ▪ Hibbertia superans ▪ Tetratheca glandulosa ▪ Epacris purpurescens var. purpurescens 	<p>The relevant additional species that have been identified as ecosystem credit species and species credit species have been added to the revised BDAR and the Biodiversity Assessment Method Calculator (BAMC).</p>	

Summary of Issue Raised	Response	Supporting Document
<ul style="list-style-type: none"> ▪ Leucopogon fletcheri subsp. fletcheri ▪ Acacia bynoeana ▪ Acacia pubescens ▪ Callistemon linearifolius ▪ Darwinia biflora ▪ Eucalyptus sp. Cattai ▪ Syzygium paniculatum ▪ Grevillea juniperina subsp. juniperina ▪ Macadamia integrifolia ▪ Persoonia hirsute ▪ Pimelea curviflora var. Curviflora <p>Ecosystem credits have been provided in the credit report, however, it cannot be confirmed that the number of credits is adequate until the above species have been assessed. The credit reports are to be revised after the subject species have been assessed to ensure the correct number of credits are reported. The BDAR is to include all outputs from the BAM-C which indicate classes of credits to be offset.</p>		

Summary of Issue Raised	Response	Supporting Document
<p>Table 16 of the BDAR outlines mitigation and management measures to be undertaken. The mitigation measures from the BDAR are supported. If the application is approved, EHG recommends these measures are included as conditions of approval.</p>	<p>This has been included within the revised BDAR at Appendix B.</p>	<p>BDAR</p>
<p>Further to the mitigation measures outlined in the BDAR, the following should be considered to improve tree canopy cover and connectivity of the site.</p> <ol style="list-style-type: none"> 1. Opportunities for increased canopy cover should be explored. For example, opportunities may exist to the north of the proposed CoE in the setback from Memorial Avenue. In addition, the proposed turf area to the north of the new car park could be consolidated into the replanting area to increase canopy cover. 2. The Landscape Report prepared by Iscape Landscape Architecture (dated 18 March 2022) states that trees within the 'tree replacement planting area' are proposed to be planted in 25L pot sizes. Trees within 'general areas' areas are proposed to be planted in a range of pot 	<ol style="list-style-type: none"> 1. & 3. The area referenced is outside the scope of this project, significant planting to offset any true removal is already proposed adjacent to Stone Mason Drive. 2. All trees have been increased to a minimum of 100L for 'general' areas in accordance with the provisions of the Hill Shire DCP which states "All trees are to be advanced specimens in 75 litre containers and at least 2 metres in height" and is deemed suitable for the trees proposed. All trees have been increased to a minimum of 45L for 'replacement planting' areas. The schedule of plant material – general areas and replacement planting on page 18 of the Landscape Report has been updated. 3. Again, this area is outside footprint of the scope of works as proposed. 	<p>Landscape Report</p>

Summary of Issue Raised	Response	Supporting Document
<p>sizes from 25L up to 200L. For the proposed 'tree replacement planting areas', all tree pot sizes should be increased to be a minimum of 45L. All tree pot sizes within 'general areas' should be increased to be a minimum of 100L.</p> <p>3. Additional space for planting existing within and adjacent to the proposed stage footprint. This could include replacing areas of turf adjoining the proposed new carpark with tree planting. Turf areas between the CoE and Memorial Avenue may also represent an opportunity for further planting of canopy trees.</p>		
<p>Consideration should be given to the reuse of native trees that are to be removed as part of the proposal to enhance habitat within the proposed replanting/regeneration area. This should include tree trunks (greater than 25-30 centimetres in diameter and 2-3 metres in length) and root balls.</p>	<p>An additional mitigation measure has been added in the revised BDAR for the salvage of habitat material for reuse within retained and revegetated areas. The BDAR outlines that where native trees are to be felled, suitable sections of the tree are to be salvaged for reuse as logs in retained and revegetated areas of Cumberland Plain Woodland. This will include sections of the tree trunk that are >25- 30cm DBH and approximately 2-3m in length. As outlined in this report existing tree No. 17 will be retained on site following it's felling and parts such as the trunk and large braches used for as part of the Connecting with Country design principles.</p>	<p>BDAR - Section 8.5.8</p>
<p>INDIVIDUAL SUBMITTERS</p>		

Summary of Issue Raised	Response	Supporting Document
Several neighbours in our street		
<p>Back in the 12th July 2021 I emailed Urbis Engagement <engagement@urbis.com.au> to voice concerns about the development project of the Parramatta Eels Centre of excellence that was to be built on memorial Ave- Kellyville. In this submission I voiced concerns by two other neighbors at the time that the previously setup Tennis courts were being removed and not being replaced.</p> <p>I was responded to on the 13th July 2021 as noting my email concerns was received and the working team will respond.</p> <p>On the 16th July 2021 I received an email stating that my concerns have been raised with the development team and I should have a response within the coming days.</p> <p>Almost a year later and no response was received.</p>	<p>Urbis Community Engagement team has confirmed that this resident was responded to and informed that the tennis courts were outside the scope of this project, and were previously consulted on by Council as part of the Kellyville Park Master Plan process. The response was sent on Thursday 30th September.</p> <p>Also, traffic was raised as an issue in the community meeting, and modifications were made to the project to respond to that.</p> <p>https://www.thehills.nsw.gov.au/Building/On-Exhibition/Major-Plans-Archive-2019/Draft-Landscape-Master-Plan-%E2%80%93-Kellyville-Park</p>	N/A
The letter stated that a new 1500 seat grandstand was to be built. Upon further reading the Appendix J Traffic and Parking Report indicates that several times per year if not more which we think will more likely be	As outlined in the TIA and during peak events, and as addressed within Section 7 of the report, the operator of the site is imposing to employ several green travel initiatives in order to allow patrons access to the site without utilising a private vehicle and therefore generating a demand for parking. Given that a post development total of only 385 spaces exists within and surrounding the site, this demand is not something that could be met without further extensive change to the current conditions. Furthermore, given the	Traffic Impact Assessment

Summary of Issue Raised	Response	Supporting Document
<p>the case, the site will have many more patrons than the facility can cater for.</p> <p>In other words it is way under catered for when it comes to parking spaces.</p>	<p>infrequent nature and occurrence of events of this scale (2 -3 times annually), it is considered that provision of parking to accommodate this demand would result in the supply of infrastructure that is largely underutilised for over 99% of the year.</p> <p>Subsequently, it has been assumed that on peak event days, the majority of the existing supply of parking will be made available for players, team staff, admin staff, and others involved with the operation of the site, with most spectators then requiring alternate means of transport to access the site.</p> <p>Subsequently, the following alternative initiatives with respect to getting people to and from the site have been considered. These initiatives look to allow for site access without the need for accommodating onsite parking, and also</p> <p>lessening the reliance of private vehicles. These initiatives include:</p> <ul style="list-style-type: none"> ▪ Advising patrons that onsite parking is limited during peak events and that they will be required to utilise alternative means of transport to access the site. ▪ The provision of a shuttle bus service to the nearby train station as well as use of the existing public transport (bus) service to also convey patrons to the site. ▪ The provision of drop-off areas onsite as well as the use of traffic management to direct these vehicles to and from the precinct. ▪ The provision of additional bike parking facilities to encourage bicycle use as an alternative means of transport. <p>In addition to these arrangements, a management plan detailing how traffic and parking during peak events will be controlled will be prepared for inclusion within site operational guidelines as a condition of consent.</p>	

Summary of Issue Raised	Response	Supporting Document
	It would be an undesirable outcome for the public open space and community if formal car parking was to be provided on the site for these rare occasions.	
<p>This under supply of sufficient parking spaces will mean two things.</p> <p>1. Cars parked in what are now quiet un-congested neighborhood streets, leading to distressed locals. Possibly even illegally as parking becomes extremely limited during peak periods or events.</p>	<p>As outlined above, a number of initiatives are proposed to avoid congested neighbourhood streets on event days (2-3 times a year). These initiatives include:</p> <ul style="list-style-type: none"> ▪ Advising patrons that onsite parking is limited during peak events and that they will be required to utilise alternative means of transport to access the site. ▪ The provision of a shuttle bus service to the nearby train station as well as use of the existing public transport (bus) service to also convey patrons to the site. ▪ The provision of drop-off areas onsite as well as the use of traffic management to direct these vehicles to and from the precinct. ▪ The provision of additional bike parking facilities to encourage bicycle use as an alternative means of transport. <p>In addition to these arrangements, a management plan detailing how traffic and parking during peak events will be controlled will be prepared for inclusion within site operational guidelines as a condition of consent.</p>	<p>Traffic Impact Assessment</p>
<p>2. Patrons parking offsite then having to walk across the soon to be upgraded multilane Memorial Ave presenting a danger to pedestrians and vehicles alike.</p> <p>When major infrastructures works like these are designed they should consider the maximum patronage capacity and then add some to ensure the site contains its own</p>	<p>Parking on neighbourhood streets will not be encouraged. The provision of a shuttle bus service between Kellyville/Bella Vista Stations and the subject site on peak event days could act as a way in which spectators/patrons could conveniently access the site without the reliance on a private vehicle or the associated need for onsite parking. Operation and management of this shuttlebus service would be undertaken by the club who would be in charge of all vehicle scheduling as well as alerting patrons to the service and how it could be accessed.</p>	<p>Traffic Impact Assessment</p>

Summary of Issue Raised	Response	Supporting Document
patrons and not expect local neighbors to just accept the excessive overflow congestion their lack of planning has caused.	<p>As previously noted, public bus services already run from Kellyville Station, along Memorial Avenue past the site that could be utilised by some patrons, however the provision of an additional higher frequency shuttle bus service could urther improve this connection, and increase the volume of patrons that could be accommodated without a private vehicle.</p> <p>In addition and as outlined in the TIA, pedestrian and cyclist safety within the site is to ensured via the provision of dedicated paths providing connections from the surrounding path network directly to the Centre of Excellence and surrounding facilities with the intent of keeping these connections away from vehicles within the parking area. Providing highly visible wayfinding as well as clearly located end of trip facilities for cyclists (i.e. bike racks) will also assist with helping providing separation to vehicle areas.</p> <p>In conjunction with these arrangements, a highly permeable design will assist with providing pedestrians quick and convenient access to the car park and playing fields.</p>	
Kellyville Baseball Club		
They said they upgraded our car park but it isn't too the standard of the the top carpark. We have no gutters, smooth surface or permanent parking lines. We have too constantly ask council to come re paint the lines.	This is outside the scope of the project. As outlined in the Kellyville Park Masterplan "existing baseball fields, car parking and support facilities to be retained. Consolidation of support facilities and formalisation of car park to be subject to funding."	Kellyville Park Landscape Masterplan
<p>Our bottom fields flood constantly due too the creek overflowing.</p> <p>Diamond 1 in the top left hand corner floods due too the amount of water coming off the</p>	This is outside the scope of the project. Nevertheless, as indicated in the Flood Report, there will be no increase in flood affectation to surrounding playing fields.	Flood Report

Summary of Issue Raised	Response	Supporting Document
<p>top parramatta field. There is no retaining wall or drainage in between the fields too help push the water down the drain near the road.</p>		
<p>While there are 2 car parks, all the parramatta staff and players park in the Baseball carpark down the bottom and on the side of the access road. This mean we don't have enough room for our clubs players, coaches and teams too park. Hopefully when the top section of the Parramatta Centre is complete we will get our carpark back.</p>	<p>40 additional car parking spaces will be provided as part of the proposed development for players, staff and visitors.</p>	<p>Traffic Impact Assessment.</p>
<p>-There is no other toilet facilities then our baseball park ones. While we pay rent too the council for the use of Kellyville Baseball Park buildings, we have too keep them clean. Several times I have had to allow parramatta eels supporters or the public in general to use our toilets because there is no other option.</p>	<p>Additional amenities and toilets will be provided as part of the proposed development and alleviate use of these facilities.</p>	<p>Architectural Plans</p>

4. UPDATED PROJECT JUSTIFICATION

This section provides an updated justification and evaluation of the project as a whole.

This section of the report provides a comprehensive evaluation of the project having regard to its economic, environmental and social impacts, including the principles of ecologically sustainable development.

4.1. PROJECT DESIGN & OBJECTIVES

The proposed development provides the Parramatta Eels with a standard of training and administration facilities commensurate and reasonably expected to be associated with an elite level sporting club in Australia. It also provides a Community Facility with training, matchday and education functions to service Kellyville Community, Parramatta NRL Pathway programmes and existing community users of Kellyville Park.

The proposed development promotes and facilitates a higher level of female participation in rugby league at all levels of competition by providing comparable best practice training and game-day facilities to their male counterparts. It also consolidates the Parramatta Eels training, coaching and administration bases at one location which again, is being seen across Greater Sydney and is reasonable expected by the community.

The proposed development will enhance the broader site redevelopment by the Hills Shire Council by providing improved practice facilities for all players (male and female, from community to elite levels) to develop their skills and provide access to high performance training facilities.

Whilst achieving these objectives, the proposed development has acknowledged and recognised the aboriginal cultural heritage of the site and the contribution of indigenous players to Parramatta NRL club. This achieved through design initiatives and key stakeholder engagement throughout the design process.

The proposed development's location and design has been considered and concluded to be the most appropriate outcome for the site, Eels and the Hills Shire catchment. A significant portion of the Eels catchment is within the Hills Shire LGA. Given the expected population growth as a result of the adjacent rail corridor, significant extra demand will be placed on Council to provide upgraded playing fields and opportunities for athletes to progress in their chosen sport in the local area. The most cost-efficient method of meeting this demand is to better utilise the facilities Council already manages rather than purchasing additional land at significantly greater cost. Council have indicated through their adopted Landscape Masterplan the intention for this facility to be placed on the site, while also promoting and providing other facilities including a children's playground in the south east corner and baseball fields.

4.2. STRATEGIC CONTEXT

The project is supported by Government policy, consistent with regional plans, avoids impacts on key natural and built features with significant conservation value, provides social economic benefits to the community, and is on balance considered a development suitable for the site.

4.3. STATUTORY CONTEXT

The proposed development has been assessed in accordance with the relevant matters for consideration listed in Section 4.15 of the EP&A Act.

4.3.1. Environmental Planning Instruments

The relevant State and local environmental planning instruments are listed in **Section 4** and assessed in detail within **Appendix C**. The assessment concludes that the proposal complies with the relevant provisions within the relevant instruments as summarised below:

- *Commonwealth Environment Protection and Biodiversity Conservation (EPBC) Act 1999*
- *NSW Biodiversity Act 2016*
- *Environmental Planning and Assessment Act 1979*
- *Environmental Planning and Assessment Regulation 2021*
- *Biodiversity Conservation Act 2016 (BC Act)*

- *State Environmental Planning Policy (Planning Systems) 2021*
- *State Environmental Planning Policy (Resilience and Hazards) 2021*
- *State Environmental Planning Policy (Transport and Infrastructure) 2021*
- *State Environmental Planning Policy (Biodiversity and Conservation) 2021*
- *State Environmental Planning Policy (Industry and Employment) 2021*
- *Hills Local Environmental Plan 2019 (HLEP 2019)*

4.3.2. Draft Environmental Planning Instruments

No draft environmental planning instruments are relevant to this proposal.

4.3.3. Development Control Plan

The Hills Development Control Plan 2019 (the DCP) provides detailed planning controls which are relevant to the site and surrounding locality. However, it is also noted clause 11 of the SRD SEPP states that DCPs do not apply to State significant development.

Where relevant, the DCP controls have been addressed on a merit basis in **Section 6** of the EIS so the proposed development is compatible and consistent with the existing, approved and likely future development in the locality, including relevant technical requirements.

As part of this RTS Report, the DCP controls have informed the landscape design (amendments to tree pot sizes) and required flood mitigation and finished floor levels (FPL4).

4.3.4. Planning Agreement

No planning agreements are relevant to this proposal.

4.3.5. Regulations

This application has been prepared in accordance with the relevant provisions of the EP&A Regulation.

4.3.6. Likely Impacts of the Proposal

The proposed development has been assessed considering the potential environmental, economic and social impacts as outlined below:

- **Natural Environment:** The proposal addresses the principles of ecologically sustainable development in accordance with the requirements of the EP&A Regulation and as outlined below:
 - The proposed development has considered this principle by limiting tree removal and substantial planting across the site. The proposal responds to the topography of the site and incorporates water management practices to ensure no impacts.
 - The overall study area will continue to function as a stepping-stone habitat between larger patches of woodland in the surrounding locality/landscape.
 - The project will provide immersion and connection to the landscape through retention of other trees and new plantings incorporating locally Indigenous plants.
 - The proposed development incorporates ESD initiatives, incorporating solar panels and a green travel plan to limit its carbon footprint.
 - The potential for contamination constraints at the site is considered to be relatively low. To appropriately manage any unexpected potential contamination issues encountered during development works, an Unexpected Finds Protocol is recommended.
 - Geotechnical investigations were carried out. Free groundwater was not observed during auger drilling of the boreholes. Groundwater was encountered at depths of 3.5 m to 4.5 m. As such, due to the elevated topographical location of the site it is expected that the regional groundwater table will be below the proposed bulk excavation levels.

- The proposed development's floor levels have been revised to account for the PMF and FPL4 in response to submissions received.
- **Built Environment:**
 - The overall design has considered the sloping topography of the site and aims to 'sit within' the existing landscape to ensure that the works will not have any significant or detrimental impact on the visual and recreational setting of the park.
 - Acoustic impacts during construction and ongoing operation will be mitigated and implemented through the noise management plan, exceedances in noise criteria are only likely to occur on larger game days which are expected only two times a year.
 - The site is not of historical heritage significance, and the potential for the presence of historical archaeological relics is low.
 - The proposed works are unlikely to result in Aboriginal heritage impact, no further Aboriginal heritage investigations were required.
 - The existing on and off-street parking supply of 345 spaces, plus the proposed car park expansion of 40 spaces, resulting in a total provision of 385 spaces, will provide sufficient capacity to accommodate the anticipated peak demands. The proposal will not result in traffic generation impacts. Traffic and parking will be suitable managed on larger event days, which are likely to occur approximately 2 to 3 times each year.
- **Social and Economic:** The state-of-the-art facilities will enable junior, senior and elite sports men and women to regularly utilise the facilities and increase capacity. The proposed upgrade will not compromise community use of the site. Larger game days will attract visitors and players to the area including NRLW games. The proposal will result in construction and operational jobs, providing economic boost to Kellyville and the Hills Shire LGA.

The potential impacts can be mitigated, minimised or managed through the measures discussed in detail within **Section 6**.

4.3.7. Suitability of the Site

The site is considered highly suitable for the proposed development for the following reasons:

- The proposal is consistent with RE1 zoning and the objectives of the zone. The proposed development is consistent with the objectives of the zone by ensuring land is used for recreational purposes by providing a range of recreational activities that will enhance the existing facility, while protecting the surrounding natural environment.
- The proposal is also consistent with Council's Plan of Management and adopted Landscape Masterplan for the site.
- The proposed development achieves a high level of planning compliance, against relevant legislation and policy.
- The proposal is consistent with the use of the site for recreational activities and will enhance further community use of the site by providing high quality facilities for players and visitors. The proposed design is of a scale that is in keeping with surrounding residential land uses. As discussed in this report, appropriate mitigation measures will be implemented to offset any environmental impacts.
- The proposal is in a viable location that is in close proximity to car parking and public transport, this includes bus services to the recently completed Sydney Metro. The proposal includes a green travel plan to ensure visitors utilise sustainable forms of transport where appropriate.
- The proposed design incorporates appropriate finished floor levels to account for the PMF.

4.3.8. Submissions

It is acknowledged that submissions arising from the public notification of this application will need to be assessed by Council.

4.3.9. Public Interest

The proposed development is considered in the public interest for the following reasons:

- The proposal is consistent with relevant State and local strategic plans and complies with the relevant State and local planning controls.
- No adverse environmental, social or economic impacts will result from the proposal.
- The proposal will provide a range of benefits including:
 - Further promoting recreational activities, encouraging participation in sport by providing high quality facilities.
 - Bringing the community together by designing spaces for all ages and groups, promoting collaboration, enjoyment and physical activity.
 - Providing job opportunities for the local community both during construction and operation.
 - Involving local Indigenous groups in the design and function of the proposed development.
- The issues identified during the stakeholder engagement have been addressed by design of the project and the assessment of the impacts of the project.

Having considered all relevant matters, there will be no additional environmental impacts as a result of the proposed refinements and clarifications. The refinements include additional measures to ensure any previously known and assessed impacts will be appropriately managed and mitigated where relevant. On this basis, the proposed development is appropriate for the site and approval is recommended, subject to appropriate conditions of consent.

An updated table of proposed mitigation measures is provided at **Appendix B** which has regard to the economic, environmental and social impacts of the proposal.

DISCLAIMER

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